## THE REVERE SLAUGHTER.

Continuation of the Inquest on the Eastern Railroad Disaster.

Testimony of the Conductors and Engineers of the Colliding Trains.

MISMANAGEMENT OF THE ROAD.

Trains Almost Uniformly Behind Time.

STRANGE INCIDENTS OF THE COLLISION.

The Indignation Among the People.

HOW THE WOUNDED ARE PROGRESSING.

The slaughter on the Eastern Railroad last Saturday night is as much a matter of excitement and comment as ever. Nothing else seems to be thought or taked about, and the carelessness or criminal neglect of the railroad company and its servants is everywhere freely discussed. The one great desire seems to be for an impartial and full investigation. and then the fixing of the blame upon the proper parties; and unless the public excitement is by that time greatly abated I shall be greatly mistaken If the same community is not equally clamorous for the Grand Jury and Courts to go ahead and distribute the severe punishment which belongs to the culpable criminals who have sent some thirty odd souls suddenly into elernity. Everything connected with the Eastern Railroad seems of late to have MOST LAMENTABLY MISMANAGED,

and the only wonder is that there have not been more slaughters of the painful magnitude of the one of Saturday last. During the last ten days very many of the trains have run all the way from ten minutes to two hours behind time, and the only reasonable excuse which seems to appear is that the company is short of rolling stock. Even to-day the afternoon train from Portland came in about two hours behind time, and right in its wake, not a dozen rods behind, was a local train crowding along, and further behind this, a mile or two, perhaps, was a third train. The seats in every car of these several trains were filled, and there appeared to be about as many standing in each car as there were sitting. This, I am told by passengers who travel daily over the road, has been the condition of things for months and months, and still the company have taken

NO STEPS TOWARDS RELIEF.

Last year the Eastern Railroad carried over 8,545,649 passengers, and the Boston and Albany road, with quadruple the rolling stock of the Eastern, carried only about two hundred thousand. The fact is that the managers have been so greedy and indiscreet in catering for the through eastern travel that they have not only neglected the comfort but even sacrificed the safety of their local passengers. They have lately made great commotion and expended considerable money in establishing a Pullman day and night line between Boston and Bangor, and since the manguration of these trains they have had not hing but

A SERIES OF SLAUGHTERS AND MASSACRES. The Revere catastrophe, as has been shown, was almost directly the consequence of the miserable management of the road.

There was a camp meeting a few miles out from Boston, and the special trains employed to carry and their passenger cars. This was the case last Satur-day night, and the ill-fated Beverly train, which left Boston half an hour late, could not leave on time because there were no cars to make up the train until the arrival of some inward train. It was followed soon after by an express train, and the sad results are only too well known. There were other causes, too, which led to the disaster, and as the inquest progresses it seems as if the conductors, engineers, depot masters, superintendent, president, directors and all should be summarily indicted, tried, convicted and hung for wilful murder. This is strong language, but the criminal negligence and clundering all around seem to warrant it.

The conductor of the accommodation train allowed his train to occupy the track when the ex-

press train was due,

WITHOUT SENDING BACK WARNING. and then has the effrontery to say that it was the business of the train following to look out for him. It is doubtful if he gave the matter of the express train following him a single thought, for he admits that he did not look at his watch from the time he lett Boston until more than four hours after the trains came together. The conductor of the express train, on the other hand, claims that the road belonged to him and that it was the duty of the Beverly train conductor to have kept his eve on his timepiece, and when he found that the express train was due to have sent men back to stop him. The express train conductor also says that there was nothing said to him when he left by the station agent, superintendent, or anybody else about the Beverly train being only fifteen minutes ahead of him. The affair altogether seems to be one of strange complications, and when the fearful responsibility is contemplated, it is not singular that ingenious devices will be employed to shirk it.

THE INQUEST. however, which was commenced at Revere yesterday and was continued to-day, will undoubtedly proceed fearlessly in its work. The Coroner is a rough, invincible, intelligent and impartial old gellow, and every man on the jury seems to be more than impressed with the magnitude and importance of the duty devolving upon him. Once in a while the foreman and one or two others appear rather over zealous in their work of investigation, but it is reasonable to suppose that these manifestations are errors of the head rather than the heart, and then seeming blunders may therefore be pardoned,

The testimony of Conductor Noland, of the Beverly accommodation train, the one which was demolished, was continued upon the resuming of the inquest. Conductor Noland continued as follows:-

After a train has left the depot the engineer is under the direction of the conductor, but if the engineer thinks that the conductor's orders are wrong he consults with him and they unite together. In doing what appears to be right; brakes are applied as soon as the engineer shuts off steam, but I can't tell at what point the steam is shut off when approaching Revere station; the engineer can hell that better than me.

To the question of whether his train ever ran by a larging of danger without stopping, he replied that the engineer could also answer that better than he could.

the engineer could also answer that better than he could.

I never have, he continued, known of any such complaint being made of my train by the station agent at Revere; I don't know of any rules of the road which require me, when on another train's time, to drop a man off to inform the approaching train that I am in their way; I was delayed eight minutes at the Saugus branch junction after leaving Boston, and I never gave the matter a thought as to whether the express train following me was aware of this delay; If I had seen a train following me, and I had time to do it, I should have considered it my duty to signal the train to stop, and would have done so; it is my judgment that if I was standing on a ne rear of my own train I could have seen an approaching train for a distance of hait a mile. At this point the examination of Mr. Noland was concasted.

the's point the examination of Mr. Noiand was concluded.

William O. Brown, the engineer of the ill-fated Beverly train, was next called—I was about starting from the Revere station Saturday night, he said, when I heard a whistle for "down brakes," and at about the same moment the conision occurred, and broke my engine and the one forward of me and sent us about ten rods ahead; I looked back and sent us about ten rods ahead; I looked back and sent us about ten rods ahead; I looked back and sent us carse of the Saugus instead of the Beverly train; I am under the direction of the conductor when running a train; after the collision I took care of my engine and done nothing else; I went back to the rear of the train, but thought my assistance was not required, and then I returned to the engine and repaired the damages as well as I could; when I cutered the service of the road, some two and a nail years ago, I received the usual book of

Instructions, but nothing further; when an extra is to follow I always receive a printed notification; understand the regulations; it is the duty of the conductor, when a train backs down or is delayed to signal the train following. The night of the accident I was aware that the Bangor express was to leave Boston at eight o'clock, but nothing was said to me about it either by the superintendent or any one cise. The rules of the road do not allow trains to come nearer than one mile together; but we very often approach much nearer than that, particularly when we can see the way clear. I always slacked up going around a curve. Never since I have been running have I disregarded a signal to stop. The night of the collision it was very foggy, and a light could not be distinguished at a greater distance than five car lengtas. I have never complained on account of being crowded by trains behind me, On such a night as the one of the collision, when the atmosphere was so foggy, I should have run very cautious. If I had known there had been a train ahead, and if the eighneer of the express knew that the Reverly train left half an hour lace, he was not jostified in running at the rake of dewiltch he was running at when he approached the Revere station. I usually run the sangue branch train, and during the last ten days in a heart of the running of the running at the rake of dewiltch he was running at when he approached the Revers station. I usually run the sangue branch train, and during the last ten days in a heart of the running at the rake of the collision of the running at the rake of the collision of the running at the rake of the running the sangue than the sangue had the running at the rake of the running the running at the rake of the running the running at the rake of the running the running at when he approached the Revers that had a sunning the running at the rake of the running the running the running the running the running the ru

The examination of Conductor Goodhue was The examination of Conductor Goodbue was continued for some time after the foregoing was elicited, but it seemed to be the chief aim of the foreman of the jury to confuse him rather than got at any further facts concerning the collision. The only additional fact developed was that the train was not provided with a sufficient number of brakemen, and that the brakes on the cars were not of the latest and most effectual invention. Charles Francis Adams, Jr., who represented the State Halfroad Commissioners, drew this fact from the witness, after which the inquest was adjourned until to-morrow afternoon.

ADDITIONAL INCIDENTS.

ADDITIONAL INCIDENTS. It is related of Rev. Dr. Mason, of Cambridgeport, who was among those killed outright, that he had some premonition when he left home that something was to happen to him. He told his family repeatedly that he did not want to go, and that he would not if it was not for disappointing a congregation before whom he had promised to preach in Beveriy, 'Even after this he repeated his sorrow at leaving home, and finally, when he did start, it was with a rejuctance which left his family in a most

melancholy frame of mind. From some unexplained reason those who were killed outright in the car appear to have been mostiv on its left side. Of the score or more of peralive, eighteen or nineteen had no injuries of con-sequence to body or limbs, but were scalded. The same was the case with several of the dead. They perished by the inhalation of that of fifty odd living and dead victims fully onehalf were hurt by steam, and not by physical vio-

Carter, of Somerville. He was standing on the forward part of the rear car of the Beverly train, and hearing a noise looked around, but immediately realized that he was turning somersets, rolling over, &c., under the car and that the engine it stopped. He escaped with some severe bruises on his legs and a slight scald upon the right ear.

One man saved his life by being polite. When the train got to Chelsea a lady entered and could find no seat. He got up and gave her his and went into one of the forward cars. When the collision occurred the lady was killed and the gentleman escaped

uninjured. Jefferson Rowe, the baggage master of the Pull-

man train, is in a precarious condition. His right arm was amputated at the elbow joint yesterday, and he seems to be hardly in a condition to recove from this operation. His left leg is shattered, but the surgeons are in hopes to save it, believing that amputation just now might prove fatal.

Frank Fitzpatrick, of Cambridgeport, has lost a great deal of blood from the amputation or his left arm near the shoulder joint. At present he is going on favorably and bids fair to recover, but it is impossible to say whether a change for the worse may not supervene when supparation takes place.

George J. Hal, of Lvnn, is very badly burned about the head and hands, but is doing well. It was thought that he would lose his eyes, but this morn-

Mrs. Call. of Salem. whose chest was badly injured, seems as comfortable as can be expected under the circumstances. She is suffering perhaps more from nervous excitement than from physical

Frank Davis, of Charlestown, who was badly bruised about the head, is recovering, and is probably out of danger. Frederick Browning, of Salem, still remains in a

critical condition. He is badly scalded on the hands and face, and is supposed to have inhaled steam. Mr. J. M. Bettis, of Salem, who was worse yester-

day, also remains in a precarious conditien. Miss Ann Foley, aged 20, of No. 11 Grove street; Miss Lizzie Hatch, of Charlestown, and Stephen O. Thaver, of Newton, are seriously sick from the effects of their severe scalds. They are, however, getting on as comfortably as can be expected, and may recover.

John Buckley, who was bruised about the face and chest, had so far recovered from the snock yesterday that he went to his home at Beveriv. The following is a complete and corrected list of the killed and wounded and their various places of residence:-

KILLED OR SINCE DIED.

1-Allen Jac 1—Allen Jacob, Lynn. 2—Bancroft T. B., Lynn. 3—Bancroft G. W., Peabody. 4—Burns James, Lynn. 5—Cheney Susan F., Lynn. 6—Connell M., Charlestown. 5—Chency Susan F., Lynn.
6—Connell M., Charlestown.
7—Crowley Mary A., Boston.
8—Erickson A., Jr., Swampscott.
9—Emerton W. H., Providence.
10—Foster H. A., Providence.
11—Foster Emma. Providence.
12—Granett Ezra S., Boston.
13—Gannett Ezra S., Boston.
15—Jasper Mrs. P. C., unknown.
16—Jeffries W. H., Lynn.
17—Lee W. A., Eeveriy.
18—Merrill E. F., Danvers.
20—Mudge S. E., Boston.
21—Pearson Elis, Lynn.
22—Powers James, Lynn.
23—Rawson Ann, Lynn.
24—Swallow P. G., Swampscott.
25—Shattuck O. B., Lynn.
26—Shattuck G. B., Lynn.
27—Santuck Harriet B., Lynn.
27—Seciety W. A., Beveriy.
29—Wells John B., Boston.
30—Williams Edward, Lynn.
30—Williams Edward, Lynn.
40—Bartol John B., Boston.
30—Williams Edward, Lynn.
40—Bartol John, Lynn.
40—Bartol John, Lynn.

1—Bartoi John, Lynn.

2- Bettis J. G., Salem. 3-Buckley John. Beverly.

4—Browning O. B., Salem. 5—Colton F. B., Boston. 6—Cheney Mrs., Sr., Lynn. 7—Call Mary A., Salem. 8—Cushman C. S., Salem. 8—Cushman C. S., Salem.
9—Bays Frank, Charlestown.
10—Foley Annie, Boston.
11—Fuzpatrick, F., Cambridge.
12—Garrison W. L. W., Boston.
13—Goodwin Walter, Lynn.
14—Hull E. R., Boston.
15—Hatch Lizzle, Charlestown.
16—Hills George J., Lynn. 15—Hatch Lizzle, Charlestown.
16—Hills George J., Lynn.
17—Hatch inson C., Chelsea,
18—Mansheld J. R., Salem.
19—Lee Mary, Salem.
20—Lamson Mrs. G. A., Salem.
21—Polley A., Boston.
22—Poulson C. W., Delaware.
22—Rowe Jeff, Portland.
24—Prouty D., Boston.
24—Prouty D., Boston.
25—Ricker Delia, Lynn.
26—Ricker Delia, Lynn.
28—Waters Marie F., Charlestown.
28—Waters Marie F., Charlestown.
29—Waltor D. A., Salem.

The funeral services over the remains of the late Rev. Dr. Gannett will take place to-morrow in the Arlington street church. The Rev. Calvin Lincoln, a college classmate and intimate triend, will con-

Thursday, at two P. M., from the Baptist church of Cambridgeport. The Mayor of Cambridge has ordered that flags be displayed at half-mast throughout the day.

#### AQUATICS.

BOAT BACE AT BEBOEN POINT.

Match Between the Vespers and Argonauts— The Vespers the Winners. BERGEN POINT, N. J., August 29, 1871.

The race that has for some time past caused so much excitement in this vicinity between the Vesper Boat Club of Yonkers and the Argonaut Boat Club came off this afternoon, and victory perched upon the banners of the former, although it was not won without a struggle. The Vespers are veterans. They have many times been victorious, while the Argonauts are comparatively new at the work. The latter deserve great credit for the manner in which they contested the race, and their performance this afternoon promises well for their future

ance this afternoon promises well for their future efforts. They will be found no mean competitors, and those who desire to try their mettic hereafter will find no easy work before them.

The day did not promise well at first, the wind blowing hard from the southward, eausing a masty sea, one uniavorable for the frail shells that were to take part in the contest. The prospects scarcely improved as the day wore on, but as the time appointed for the start was late hopes were entertained that the wind would moderate. These hopes werd in a measure realized, but it was long after the hour appointed before the steamers, with the rival boats' crews and invited guests, left the wharf at Bergen Point.

boats' crews any livited guests, left the wharf at Bergen Point.

The course to be pulled over was from the wharf at New Brighton to the lighthouse at the entrance of Newark bay, a distance of three miles. As the steamers moved up to the starting point the sight was certainly a fine one. The banks of the Kill von Kull were lined with lookers-on, the weather was all that could be desired, and there was every prospect of the affair passing off well.

After the Point had been reached there was some delay in getting the boats into the water, and it was quite late before all was ready and the word to "go!" was given. At last it came, however, and both were off well together. The pace was a fast one. Uniortunately, however, a foul occurred when buly a few hundred yards away, and this compelled a fresh start. This occasioned more delay in getting into positions for a another trial, and it was getting quite dark when the word "Go!" came a second time. They got off well, and for a long distance the Argonauts maintained the lead, which they would probably have held had their boat been sfeered as well; They got off well, and for a long distance the Argonauts maintained the lead, which they would probably have held had their boat been steered as well as that of the Vespers. Their stroke was an admirable one, and well kept up; but they swayed about so much that the Vespers gamed upon and finally passed them, and then kept the lead to the end, winning the race by only filteen seconds. The time made in going over the course by the Vespers was 17m. 18s., and by the Argonauts 17m. 3is.. It must be said that the Argonaus did not expect to win, and they are well satisfied with the result, as they thought to be beaten more than they were by such old hands at the business.

AQUATICS IN NOVA SCOTIA.

The Races Vesterday-The Coming Race To-Day-Betting Even on the Americans Against the Field-The English Out of Practice-The Withdrawal of the St. John

HALIPAN, N. S., August 29, 1871. The weather is fine and cool. There is very little breeze, hardly sufficient for the yachts. There was ing and fishing vessels of fifty tons; for the second race and same class of vessels of from twenty to flity tons there were cieven entries. The vessels all for the above kind of vessels. The races in are of a local character and possess little or no interest. The city is crowded.

For to-morrow's races the chances remain much as yesterday. Betting starts even for the American crew against the field. The English crews are very much out of practice. The American crew are considered much out of training, but still entitled to a fair show in the betting. Coulter, in spite of his ill health, is considered fit to row.

The indignation against the St. John crew continues. Their partisans say, however, that as champions of the world they are out of any regatta match, and can only row for the future in double race against the world. It is true they won the championship by a hazard, but, nevertheless, they claim it as a genuine victory.

There is as yet little betting upon to-morrow! contest for the champion four-oared race. One of the Tyne crews are looked upon as probable winner but the American crew are regarded as having a fair show of victory. The St. John crew have finally withdrawn from

the contest to take place to-morrow. Their conduct is universally condemned, but their friends allege that their boat, having been built for smooth water. would have no chance in Halifax harbor, and their withdrawal was necessary. Other accounts state that the feeling is so strong in Hahlax in favor of local and English crews that the St. John men feared foul play. The papers of this morning unanimously blame and they were hissed on their departure. The Renforth crew were out this morning practicing, wearing crape on their arms. They are warmly received everywhere.

### THE SARATOGA REGATTA

SARATOGA, N. Y., August 29, 1871. Up to this date there have been fifteen entries for the Saratoga International Regatta, five for the four-cared race and ten for the single scull race. The following are the crews entered for the former race:--The Ward Brothers (four), of Newburg; the Biglin crew, the McKee crew, the Tyne crew, of England, and the Taylor and Winship crew, of England. Those entered for the single scull race are:-John Biglin, Joseph Kaye and Henry Coulter, of the Bigin crew; Ellis Ward, of the Ward Brothers' crew; Messrs, Bright, Kelly, Chambers and Percy, of the Tyne crew; Joseph ff. Sadier and Robert Bagnell, of the Taylor and Winship crew, of England. It has not yet been determined on which days the respective races will take place. The entries will be closed on Thursday, 31st inst.

### THE SANDUSKY REGATTA.

TOLEDO, OHIO, August 29, 1871. The following yachts have been entered for the regatta at Put-in-Bay:-Collins, Fleetwing, Lalla Rookh, Phaon, K. C. Barker and Coral, of Detroit; Phantom and Mystic, of Cieveland; Ida, Mary and Ogontz, of Put-in-Bay; Restiess, of Sandusky; Sportsman and Peerless, of Toledo. Five Canadian yachts attending the regatta will enter upon their arrival at Put-in-Bay, on the 5th of September, the day before the race.

### THE WARD CREW IN TRAINING.

POUGHERPSIE, N. Y., August 29, 1871. The ward crew left Cornwall to-day for Saratoga, where they will finish training for the regatta on Saratoga Lake. They are now in excellent condition, but look forward to a hard race.

### THE BIGAMIST CONTARINI.

POUGHKEEPSIE, N. Y., August 29, 1871. A woman, giving her name as Virginia Contarini, arrived here to-day from Boston and claimed Louis Giuseppe Contarini, now in jail here on a charge of y, as her lawful husband. This makes the third wife living. The Boston lady, when Concarini married her, was a widow named belancy. Her maiden name was Jane MoSheky. She shows Contarini's picture and letters from him. His New York wife, Jouiss Eicke, is also here as is also his Ponghkeepsie wife, Mary Distan. Contarini's case is now before the Grand Jurg. UNIVERSALIST STATE CONVENTION.

SYRACUSE, N. Y., August 29, 1871. The Universalist State Convention was held in this city to-day, when a new constitution was adopt ed, and E. W. Crowell was elected president, and Charles E. Charen sec retary.

# SHIPPING NEWS.

Almanae for New York-This Day. Sun rises...... 5 24 | Moon rises.morn 7 16 Sun sets...... 6 36 | High water.morn 8 24

OCEAN STEAMERS. DATE OF DEPARTURES FROM NEW YORK FOR THE MONTHS OF AUGUST AND SEPTEMBER.

Exeminer.	Limbo	*Zeathatton.	Option
Minnesota	Aug 30	Liverpool	129 Broadway.
Iowa	Aug 20	Glasgow	7 Bowling Green 68 Broad st.
New York	Aug 31	Bremen	68 Broad st.
City of New Y'ri	Aug 31	Laverpoot	15 Broadway.
City of Paris	Sept 2	Liverpool	15 Broadway.
Rhein	Sept 2	Bremen	68 Broad st.
Europa	Sept 9	Glassow	7 Bowling Green
ldaho	Sept 6	Liverpool	129 Broadway.
Ismailia	Sept 6.	Glascow	7 Bowling Green
Frankfurt	Sept 7.	Bremen	168 Broad st.
City of Antwerp	Sept 7	Liverpool	15 Broadway.
Atlantic	Sept 9	Liverpool	19 Broadway.
Lafayette	Sept 9.	Hayre	58 Broadway.
India	Sept 9.	Glasgow	7 Bowling Green
City of Wash't'n	Sept 9	Liverpool	115 Broadway.
Deutschland	Sept 9	Bremen	68 Broad st.
Caledonia	Sept 12	Giasgow	7 Bowling Green
Colorado	Sept 13	Liverpoot	29 Broadway.
Hansa	Sept 14	Bremen	68 Broad st.
Donau	Sept 16	Bremen	168 Broad st.
Columbia	Sept 16	Glasgow	7 Bowling Green
Wisconsin	Sept 20	Liverpool	129 Broadway.
Dorian	Sept 20	Glasgow	7 Bowling Green
Oceanic	Sept 23	Laverpool	19 Broadway.
St. Laurent	Sept 28	liavre	58 Broadway.

PORT OF NEW YORK, AUGUST 29, 1871.

CLEARED.

Steamship Silesia (NG), Trautmann, Hamburg—Kunhardt & Co.
Steamship Virgo, Bulkley, Savannah—Murray, Ferris & Steamship Virgo, Bulkley, Savannah—Murray, Ferris & Co.
Steamship a S Terry, Chapin, Newberg, NC--Murray, Ferris & Co.
Steamship Isaac Bell, Blakeman, Norfolk, City Point and Richmond—Old Dominion Steamship Co.
Steamship Wm F (Dyde, Drew, Norfolk, City Point and Richmond—Washington & Co.
Steamship Fanita, Doane, Philadelphia—Lorillard Steamship Co.
Steamship Glaucus, Walden, Bostop—H F Dirock Steamship Glaucus, Walden, Boston—H & Dimock Ship Young America, Cumming, San Prancisco—Sutton & Co.

Ship Screamer, Hall, Savannah-Nesmith & Sons.
Brig Annie R Storer, Adams, Cette (France)-Miller & Brig Camille (Er), Fickett, Gibraltar for orderrs—James Henry. Brig Atlantic (NG), Hardie, Elsinore-Wendt, Tetens & mann, rig Vidar (Nor), Nellsen, Elsinore for orders—Wendt, ns & Bockmann. Tejens & Bockmann. Brig Charles & Hoard (Br), Messenger, St John's PR. Brig Queen (Br), Center, St Thomas and a market—Fred

derkie.

Brig Crescent, Faulkner, Windsor-J F Whitney & Co.
Sehr Arcturius, Knudsen, Utilia and a market.
Sehr Francis Satterly, Stetson, Charleston-Evans, Ball & Scar Francis Satterly, Stetion, Charleston—Evans, Ball & Co.
Schr Equal, Titus, Boston—Rackett & Bro.
Schr Snow Squali, Merton, Boston—S W Lewis & Co.
Schr Broadneld, Britt, Boston—Jed Frys & Co.
Schr Broadneld, Britt, Boston—Jed Frys & Co.
Schr TJ Owens, Selleck, New Haven—Perguson & Wood,
Schr TJ Owens, Selleck, New Haven—Perguson & Wood,
Schr Nelly Bloomfeid, Hobble, Stamford,
Schr Falcon, Wheeler, Derby—Ferguson & Wood,
Schr Falcon, Wheeler, Derby—Ferguson & Wood,
Steamer A C Stimers, Davis, Philadelphia,
Steamer & C Walker, Scherein, Philadelphia,
Steamer D Utley, Davis, Philadelphia,
Steamer D Utley, Davis, Philadelphia,

ARRIVALS.

REPORTED BY THE HERALD STEAM TACHTS.

Steamship San Francisco, Reynolds, Hamilton, Bermuda, 5 days, with todas and passencers, to W H Webb., Steamship Wilmington, Cole, Ga veston Ang 23, via Key West 25th, with mise and passencers, to C H Mathory & Co. Ang 25, lat 26 44, lon 79 51, picked up a boat, containing the first and second mates and one seaman of bark Linda tof Palladelphinal, from New York for New Orleans, which vessel had foundered during a hurricane the day previous, in lat 25 34, lon 79 32. The mate states that the captain (Smith), steward and four seamen had left the bark in another boat and was in company with them until night came on, when they got separated; it was understoned by the crews of both boats when leaving the veasels that they were to stear for the Florida coast. After gelting the men and boat on board the Wisnigston steered around in different directions in hopes of discovering the other boat, but was unsuccessful. Same day, lat 28 55, lon 79 45, spoke brig Delphine (Fr), from New Orleans for Gorce, WCA, with loss of maintopmast, yards and sails, during the hurricane of 25th. 27th; lat 32 45, ton 78 35, passed one of Mallory's steamerg, bound South; same time a steamer, supposed the Missouri hence for Havana.

Steamship San Salvador, Nickerson, Savannah, Aug 25, with mise and passengers, to H K Garrison.

Steamship Montgourery, Faircioth, Savannah Aug 26, with mise and passengers, to H K Morgan & Ce. Aug 25, Hattersa light bearing W by N, passed steamship Gen Meade, hence for Charieston, also steamship Ashland, hence for Feruandina.

Ship Strathblane (Br), Poe, Calcutta May 7, and Sand REPORTED BY THE HERALD STEAM YACHTS.

age. Norma (Br), Gilmore, Leghorn 60 days, with marble, Far, &c. to Fabricotti & Co.—venuel to Geo E Cook. Passed citivalizat duly Gr. come themshie activation of the Branch and the wester winds, making the first half of track, and had fine weater winds, making the first half of track, and had fine weater winds had charled in 15 days, after which had that westerfy winds and column.

Burk La Plata (of Salemi, Crowell, Buence Ayres 45 days, with offee, &c. to R W topes & Co.

Burk Adelaide Prendergast, Nelson, Rio Janeiro 49days, with coffee, to Pendergast Fros. & Co. Crossed the Emnior

with nides, Ac. to K W Ropes & Co.

Bark Adelaide Frendergast Nelson, Rio Janeiro 47days, with coffee, to Fendergast Bros. & Co. Crossed the Equator Aug 4, in Ion 32.

Bark Frindsesse Alexandria (Dan), Verdon, St Croix, 10 days, with sugar, Ac, to Roche Bros & Co. Left no vessels, Bark Frindsesse Alexandria (Dan), Verdon, St Croix, 10 days, with sugar, Ac, to Roche Bros & Co. Left no vessels, with sugar, to H A Vatable & Sonj Bark Atlantic (of New Haven), Dickenson, St Pierre (Mart), 11 days, with sugar, &c. to H Trowbridge's Sons.

Bark Brunswick, Allen, Syndey, CB, 13 days, with coal, to International Casi and Railway Co.

Bark Pohono, Thompson, Glace Boy, 13 days, with coal, to Simpson & Clasp.

Brig Helen G Rich, Strout, Malaga 46 days, with mides, to A Abbott—vessel to Warren Hay & Co. Passed Gibraliar July 17, had fine weather all the rassage.

Brig Nile (Br), Nickerson, Rio Grande 44 days, with hides to Octrichs & Co.—vessel to B Wennerg. Crossed the Equator Ang 6, in Ion 36 50. For the Bris 10 days had strong NE gales, thence Sine weather. Aug 2, lat 58, Ion 36 58, spoke bark Amoy (Br), from Rio Jameiro for Mobile, 13 days out. The Nile beings as passengers the chief maic, carpenter and two seamen of ship Enterpe.

Brig O Biamchard (Br), Le Dain, Rio Janeiro 36 days, with coffice, to E D Morgan & Co.—vessel to J C McArthur. Crossed the Equator Ang 4, in Ion 38.

Brig Oundo (Sp), Marcco, Havana 9 days, in ballast, to Latassa & Tickens (of Providence), Gray, Glace Bay II days, with only of the Span of the Span

for Boston. The barks Montexuma and Gazelle arrived out 18th.

Brig C A Hoard (Dan), Neville, Sviney, CB, 15 days, with coal to the International Coal and Railway Co-vessel to Geo A Phillips & Collins, Was up to the lightiship 28th inst, but hauled off shore in consequence of strong SW gate prevailing.

Schr A Heaton, Rogers, Rotterdam, 43 days, with mise, to Buntley, Miller & Co.

Schr J F Fariand (of Brookhaven), Callum, Lagulla, PR, 9 days, with sugar, & to Galwey & Casado-vessel to A Abbutt, Left no vessels.

Schr John Rose (of Brookhaven), Howell, Demerara, 13 days, with sugar, to Edwin Rowe-vessel to A Abbutt.

Cr seler Guthrin, Wright, Chesapeake Bay, to the Lighthouse Department.

Schr A G Ireland, Townsend, Wlimington, NC, Schr A G Ireland, Townsend, Wlimington, NC, Schr L Virgitia, Todd, Maryland.

Passed Through Hell Gate. BOUND SOUTH.

BOUDD SOUTH.

Schoolship Saratogs, New London for New York, Schr J S Buckingham, Jones, Portland for New York, with store to Assert Corporation Co.

Schr Plant, Fah, Nautucket for New York, with fish, to Lamphear & Co.

Schr American Chief, Snow, Rockland for New York, with lime, to Pressey & Co.

Schr E M Sawyer, Kelly, Calais for New York 6 days, with lumber, to master.

Schr S Seranton, Clark, Cromwell for New York, with King & Co. ing & Co. Schr Freestone, Tilton, Portland for New York, with stone, Schr Glive Reynolds, Stoningurs, Hill & Co. Hill & Co. Schr Storm Child, Merritt, Nantucket Shoals for New York, Reynolds, Stonington for New York, with stone ith fish, to order. Schr J Somers, Keith, Bicks Island for New York, stone, to order, Schr General Sheridan, Stewart, Middletown for New

Schr J Somers, Keith, Hicks Island for New York, schr General Sheridan, Stewart, Middletown for New York.

Schr General Sheridan, Stewart, Middletown for New York.

Schr Maria, Barber, Bay State for New York or Rondout, Schr Blehmend, Guyttill, Providence for New York.

Schr S Waterman, Chase, Providence for New York, Schr Tunis Bodine, Bunce, Providence for New York, Schr Geo P Tring, Linekin, Newbort for New York, Schr Geo P Tring, Linekin, Newbort for New York, Schr Hanner, Horton, Bosto, for South Amboy, Schr Wm Voorhoes, Nash, Scwport for Haverstraw, Schr Honest Abe, Conory, Hautford for New York, Schr J Burley, Saunders, Providence for New York, Schr J Burley, Saunders, Providence for New York, Schr Richmond, Dow, New London, for New York, Schr Rachel Jane, Tarlor, Providence for New York, Schr Rachel Jane, Tarlor, Providence for New York, Schr Rachel Jane, Tarlor, Providence for New York, Schr Kale Scranton, Palmer, Providence for New York, Schr Kale Scranton, Palmer, Providence for New York, Schr H S Jackson, Abrama, Newbort for Albany, Schr P S Russell, Clarke, Portland for Paliacelphia, Schr Namett, Mayo, Westport for New York, Schr Mansett, Mayo, Westport for New York, Schr Schr Kate & Mary, Cogswell, Providence for New York, Schr Schr Schr, Nash, Providence for New York, Schr Schr Hair, Keogh, Providence for New York, Schr Schr Mansett, Young, Providence for New York, Schr Schr Hair, Keogh, Providence for New York, Schr Schr Marthale, Coleman, Providence for New York, Schr Marthal P King, Smith, Providence for New York, Schr Marthal P King, Smith, Providence for New York, Schr Marthal P King, Smith, Providence for New York, Schr Marthal P King, Smith, Providence for New York, Schr Marthal P King, Smith, Providence for New York, Schr Bane Mary I Milling, Briggs, New Bedford for New York, Schr Julia S Swan, Knapp, Gen Cove for New York, Schr Julia S Swan, Knapp, Gen Cove for

Schr E C Rummell, Adams, Boslofer Philadelphia.
Schr Phil Sheridan, Murpby, Fall Iver for New York.
Schr J Lozier, Cummings, Taunta for New York.
Schr J Lozier, Cummings, Taunta for New York.
Schr Dona Ana Whalley, Greenwh for New York.
Schr H W Browne, Weeks, Fall Rer for Rondout.
Schr H Castroff, Newman, Newpo for New York.
Schr P Farrell, Smith, Providenceor Baltimore.
Schr Helen Mar, Ward, Providence for Rizabethport.
Schr Chancellor, Ferguson, Mystiffor New York.
Schr Ward Maria, Hall, Oyster Br for Hoboken.
Schr Potter & Hooper, Bradbury, lewport for Harerstraw.
Schr Beiter & Hooper, Bradbury, lewport for Harerstraw.
Schr Helois, Herrick, Providence for Rondout.
Schr M E Mülls, Murray, Cow Baifor New York.
Schr Meison, Weed, Stamford forkew York.
Schr Meison, Weed, Stamford forkew York.
Schr Janes Tilden, Jordan, Providence for New York.
Schr Surge, Wardnick, New Haws for Trenion.
Schr Angeline Vanciesaf, Carter, Tvordence for Hoboken.
Schr Savoy, Robins, Providence ir New York.
Schr Mary E Cuffe, Gormaniey, ow Bay for New York.
Schr Mary E Cuffe, Gormaniey, ow Bay for New York. Steamsnip Titan (Br), Buchans, New York for Sydney Steamshin Glaucus. Walden, Nei York for Boston. Brig Little Fury (Br.), Wyman, lew York for Amst Brig Naggle (Br.), Gray, New Yot for Sydney, CB. Brig Naggle (Br.), Doud, New Yok for Shules, NS. Selb Backing Railroad No 40, jurphy, Elizabethy (sw. Havrash)

port.
Schr Samuel S Goodwin, Waterury, New York for Stamford.
Schr Sallie Burton, Palmer, NewYork for Stamford.
Schr Sallie Burton, Palmer, NewYork for Stamford.
Schr Sallie Burton, Palmer, NewYork for Stamford.
Schr Asher S Parker. CarpenterNew York for Glen Cove.
Schr Mary E Cutle, Gormanley, lew York for Cow Bay.
Schr Ca Hayden, ——, New Yok for Frovidence.
Schr An Predenore, Hart, Elibethport for Providence.
Schr An Predenore, Hart, Elibethport for Providence.
Schr Schr Mill, Hall, Smith, Port Jonson for Naragamset.
Schr Schr Mill, Hall, Newburrpyr for Fall River.
Schr Se M Siquall, Robinson, Nw York for Rockiand.
Schr Se M Siquall, Robinson, Nw York for Rockiand.
Schr Sen, Sallien, Elizabethpot for Providence.
Schr Seras, Ealton, Elizabethpot for Frovidence.
Schr Seras, Ealton, Elizabethpot for Fall River.
Schr Jesse, Sullivan, Elizabethpot for Fall River.
Schr Jesse, Sullivan, Elizabethpot for Fall River.
Schr Hensure, Taylor, Port Jonson for Fall River.
Schr Thos Jefferson, Elockson New Yesen Verkford.
Schr Hensure, Taylor, Port Jonson for Fall River.
Schr Dart, Williams, Elizabethort for Stamford.
Schr Henry Glay, Ely, Rondou for Providence.
Schr Laras & Walson, Wells, lobken for Portland.
Schr Cloud Camp, Gerrard, Tinton for Norwich.
Schr Schray, Martin, Trenton fr Norwich.
Schr Schray, Martin, Trenton fr Norwich.
Schr Schrad Hill. Smith, Newburg for Fall River.
Schr M M Brainard, Bircu, Newburg for Fall River.
Schr Mort, Husse, Croton Poil for Port Jefferson,
Schr Richard Hill. Smith, Newburg for Fall River.
Schr Mort, Tier, Repnolds, Pri Johnson for Frovidence.
Schr Cordelia, Carroll, New Hunawick for New Haven.
Schr Belein, Strange, Elizabethport for Taunton.
Schr Belein, Strange, Elizabethport for Providence.
Schr Cordelia, Carroll, New Hunawick for New Haven.
Schr Alenia, Strange, Elizabethport for Providence.
Schr Alenia, Hungs, Elizabethport for Ponder.
Schr Al port. Schr Samuel S Goodwin, Waterury, New York for Stam

The schrs Snow Squall, New York for Rockland; A Crandall, Rondout for Westerje; Riverdale Carke, Gloucester for New York; Storm Child, Nantucket Shoals for New York; and several others for both directions, just arrived, and will remain over night for harbor.

SAILED.

Steamships Sliesia, Hamburg; Yirgo, Savannah; Eilen S Terry, Newbern, NC; Isaac Bell, and W P Clyde, Richmond, Ac; Fanita, Philadelphilis, The brigs Scotland, Willis, and Oliver, Bernbolm, both for Port au Pince, are at Quarantine, weather unit to proceed. Pilots report wind outside SSE and a heavy southerly sea running.

Wind at sunset SW, fresh.

Marine Disasters.

Marine Disasters.

Stramship Semenole, at Savannah from Roston, in going up the river, got on the knoll. Tugs were immediately sent down to pull her off, and she reached her wharf at 4:30 PM 25th, having sustained no damage.

Skramse Linda, Sulls, from Portland for Varmouth, NS, before reported ran sahore on High Bridge, near the latter port, in a thick fog night of 27th, became a total wreck; crew and passengers saved. She had on board 30 passengers and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and a cargo consisting of 500 bbls four, 100 packages cheese and 100 packages cheese and 100 packages cheese and 100 packages c

Bark St Peter, from Bull River for Queenstown, be-fore reported put into Charleston leaky, it is feared will have to be condemned, as the injuries to her hull are of a very grave nature. grave nature.

BABK AMERICA (Span), from Havana for New York, before reported towed into Savannah, experienced a heavy burricane off Charleston. In addition to the damage already reported she lost two anchors and had two boats washed overboard. She does not leak. The A is 383 tons, and owned

in Barcelona.

Bark Linda, Smith, hence Aug 2 for New Orleans, which foundered during the hurricane of Aug 25 (see post arrivais, batted from Philadelphia, where she was built in 1593. She was 312 tons burden and was owned by Capt Henry Wicks and D S Sutton 4 Co, of Philadelphia. Her cargo was as follows:—1,000 tols cement, 200 do plaster, 100 do brinstone, 500 cases bitters, 150 do matches, and other general

Cargo.

BARR R A ALLEN, Tarr, at Bosion from New Orieans, reborts 7th mat, lat 26, ion 79 30, in a burricane from N to W
and SW, lost maintopgallantmast and sails.

BRIGH G BERRY, LeCain, before reported totally, wrecked
on the coast of Fiorida, was from Cardenas, with a cargo of
sucar and molasses consigned to Messre Kirkland, Chase &
Co, of Baltimore. She was owned by Capt Conkiln and
others.

others.

Bruth Yours, coc. from Baittmore for Boston, is ashore on The Mears, Baker, from Norfolk, have gone to her assistant

Schr. Jane, from Port Johnson for Boston, put into New-port 26th inst, in a sinking condition. E BR S S BICKMOSE, from --- for St Marys, Ga, nas GREAT YARNOUTH, Aug 16.—The following marks have been found on some of the articles reported saved ex Kestrel (s):—I cask color, D 226; 10 casks color marked bracket through triangle, 1,151 to 1,160:1 case paper, A D 1,236; 1 case passenger's loggage, addressed B H Kucuco, Clymer, Chautanque county, N 7; 1 case passenger's luggage, addressed J T Moeroing, Waupon, Wisconsin, North America. Miscellaneous.

Purser G A Clark, of the steamship San Francisco, from Bermuda, has our thanks for full files of late papers and for

Netlee to diariners.

QUARANTINE NOTICE.

HEALTH OFFCER'S DEPARTMENT,

QUARANTINE, S. I., Aug 23, 1871.

Pilots and masters of vessels are hereby notified that,
owing to the prevalence of yellow fever at Charleston, St., all

vessels from that port will, until further notice, be boarded
and examined from the steamship lilinois, in the Lower Bay.

JOHN M. CARNOCHAN,

Health Other Port of New York.

LONG ISLAND, NEW YORK—(CORRECTED)—STEAM FOG SIGNAL AT EATON'S NECK LIGHTHOUSE, LONG ISLAND, NEW YORK.
Notice is hereby given, that a twelve herse power steam engine, to work a Streen, has been placed at Easton's Neck Lightbouse station, on Long Island, at the east side of the entrance to Huntington hay. During thick, foggy and snowy weather this fog signal will be sounded, giving blasts of nine seconds duration, at intervals of thirty-five seconds. (In the notice previously given, it was erroneously stated "at inter-vals of fifteen seconds.")
Treasury Department, office Lighthouse Board, Washing-ton, DC, July 37, 1871.

UNITED STATES OF AMERICA—MASSACRUSETTS—DUXBUSY PIRE LIGHTHOUSE, PLYMOUTH ROADS, MASS.
Notice is hereby given, that a fifth order fixed white light, filuminating and are of 315 degrees, will be exhibited from the tower recently erected near Duxbury pier, in Plymouth Roads, Mass, on the evening of September 15 next, and every night thereafter, from sunset to sunrise.
The structure is built of iron, in 7 feet water at mean tide, and is painted red.
The height of the light will be 40 feet above the mean level of the sea, and should be seen in clear weather, from the deck of a vessel is feet above water. It nautical miles.
Tressary Department, office Lighthouse Board, Washington, DC, Aug 16, 1871.

NEWFOUNDLAND—EAST COAST—FIXED LIGHT ON FERSY.

The Colonial government of Newfoundland has given notice that from the lat day of October, 1871, a light will be exhibited from a lighthouse recendly erected on Perryiand Head, cast coast of Newfoundland.

The light will be a fixed white light, elevated 200 feet above the level of the sea, and in clear weather should be seen from a distance of 16 miles.

The light tower is built of red bricks. Position—Lat 47 N, 10n 35 fd W. The keeper's dwelling is painted white, with a red roof.

IRISH CHANNEL—ISLE OF MAN—ALTERATION IN THE
The Commissioners of Northern Lights have given notice
that the following alteration has been made in the Point of
Ayre light, ists of Man—
The red and white light has been changed from a revolving
light every two minutes to a revolving light every minute. Whalemen.

Arrived at New Bedford Aug 28, bark Sunbeam, Fisher, adian Ocean, Mauritius June 8, St Helena July 10, with 14:00 Indian Ocean, Mauritus June 8, 5t Heiena July 10, with 18-00 bits ap oil.

Schr Arizona, of and for Provincetown, arrived at Vinerard Haven. 28th inst with 70 bits blackfish oil. Reports on Hatteras Ground 18th inst, spoke achr Antarctic, of Provincetown, with 20 bbis so oil taken this season: 186 bbis 29 and 70 bbis blackfish oil all told; on the 19th, sohr Gree M Parker, of Provincetown, with 41 bbis ap and 280 bbis blackfish oil; on the 1st inst, schr Aodie M Dyer, of Provincetown, with 30 bbis sp and 250 bbis blackfish oil.

Spoken.

Bark Christel (NG), from Shields for Philadelphia, Aug 26, off Nantucket (by pilot boat Hope No I).

Bark Rheadol Queen, from Hamburg for San Francisco.
July 5, lat 21 23 E. lon 26 64.

Frig "Fednio," of New York, 45 hours out, Aug 25, lat 27 Foreign Ports. BATAVIA, Aug 26-Arrived previous, ship Mindora, Rep. nolds, Boston.

HOMBAY, Aug 14—Arrived, bark Pericles, Snow, Liverpool; Eth, ship Montana, Parsons, do.

BUENOS AYRES, July7—Salled, bark Mendota, Perry, Parana; 10th, ship Sullote, Soule, foreign ports.

BARBADOS, Aug 15—Arrived, barks Montexuma, Delano,
and Gazelle, Black, New York.

CUXHAYEN, Aug 14, Arrived, Scotia, Drummond, Callao,
CARDIFF, Aug 15—Cleared, Glory of the Seas, Knowles,
San Francisco.

SARDIFF. 2018 10-Directed, Giory of the occase, anowers. San Francisco.
Ent out 15th, Swie, Leucen, for Galveston.
CADIE, Aug 11-Arrived, Eliza White, Mahoney, Seville,
CAYENNE, July 15-In port schr Golden City, Keene,
from Salem (arrived Sth., discharged, for Salem, unc.
DEMABARA, Aug 15-In port, schr Hortensis and Lugano
or New York.
FAJARDO, Aug 16-In port brig Kelly (Br), Knight, for
New York. or New York.

Or New York.

Aug 16—In port brig Kelly (Br), Knight, for New York.

GLAOTE BAY, Aug 15—Cleared, schr Gem, Doane, New York.

GLAOTE BAY, Aug 15—Cleared, brig T H A Plit (Br), Locke, Bernuda.

Salled Selbu, steamer Nova Scotlan (Br), Richardson (from Quebeo), Liverpool.

York for Glasgow (and proceeded).

MAYAGUEZ, Aug 13—In port, brigs J B Brown, Foster, from Baltimore, arrived 9th; Harry, Sedgley, for New York, waiting; acir Nulato from Machias; arrived 9th, unc.

MIRAGOANE, Aug 13—In port, schr Isaac Oliver, Parnell, r New York heat day. MARTINIQUE, Aug 17—In port, brig R E Lane, for New AMBUCO, July 15-Sailed, brig Kennehec, Minott, hannel, for orders.

PONCE, PR. Aug 17—In port schr Ida C Frame, from Bos Don, just arrived.

QUEENSTOWS, Aug 28—Arrived, steamships Oceanic QUEENSTOWS, Aug 28—Arrived, and proceeded): 29th ton, just arrived.

QUEENSTOWN, Aug. 28. Arrived, steamships Oceanic, Murray, New York for Liverpool (and proceeded); 28th, City of London, Thibetts, and Algeria, Le Messurier, do for do (and proceeded). Sailed 17th, 8t Olaff (a), Hilles, London, Rio GRANDE, Aug II.—Sailed, brig Mary Allerton, Bourne, Boston; 12th, Nic (Br), Nickerson, do; Confidence (Fr), Chigny, do.

Boston: Eth, Nile (Br), Nickerson, do; Connience (Fr), Chigny, do.
SHIELDS, Aug 18—Arrived, Tyro, Baker, Hamburg.
SOUTHAMPTON, Aug 28—Arrived, ateamship Ohlo, Basse,
Baltimore for Bremen (and proceeded).
Aug 29—Arrived steamship Main, Oterendorp, New Yorkfor Bremen (and proceeded).
ST VINCENT, CV, July 28—Sailed, Retriever, Tozer, Pensacola. sacola.

SYDNEY, CB, Aug 9—Arrived, brigs Eledona, Morris, New York; Ilth, G P Sherwood, Taylor, do.
Cleared 12th, bark Brunswick, Alien, New York; 14th, brig.
Danube (Fr), Blanohet, do.
ST JOHN, NB, Aug 25—Cleared, schr Boomer, for Philadelphia; 36th, schrs Martha A Thomas, and E E Slimpson, Price, New York.
Cleared 21st, brigs Belle Walters, Walters, Cork Quay; 22d, Annie Collins, Cochran, New York via Windsor, NS.
WYBURG, Aug 5—Salied, Nympin, Storm, Eoston.

American Forts.

Apponaug, Aug 27—Arrived, schr Jane Emson, Vancleaf, Georgetown, D.C.

BOSTON, Aug 28—Arrived, bark Harriet (Br), Tyrell, Barbadoes; schre Marian (tage, Gorson, Alexandria, Va; Mary E Long, Hardy, Georgetown, D.C.; Isaac Oberton, Achorn, Baltimore; S V W Simmons, Williams; O B Wood, Gandy; H S Brooks, Lore; Paul & Thompson, Godfrey; David S Siner, Huntley; James M Flanagan, Shaw; George H Bensen, Huntley; James M Flanagan, Shaw; George H Bensen, Huntley; James M Flanagan, Shaw; George H Gensen, Huntley; James M Flanagan, Shaw; George H Bensen, Huntley; James M Flanagan, Shaw; George H Bensen, Huntley; James M Flanagan, Shaw; George H Bensen, Huntley; John L Dailey, Long; H A Rogers, Lee; R S Miller, Steelman; A T Cohn, Sorlager; M F Hudson, Vaughn; M M Weaver, Weaver; David Ames, Ames; Mary Weaver, Weaver; A Low, Weaver; David Ames, Ames; Mary Weaver, Weaver; A Low, Weaver, Mardy, Hand; Atn S Brown, Goob; Restless, Barter; Charles E Hanson, Hanson; L C Hickman, Robinson, and T C Smith, Bacon, Philadeipha; Gamma, Huntley, Newark, NJ, Nellie Carr, Lansil, Hoboken; Sardhian, Howard, Roudout; J W Kimbail, Jr, Hall, and Nautilus, Crockett, New York, Also below, an unknown schr, ashore on George's Island.

Cleared—Berk T R Patillo (Br), Crowell, Jordan River, American Ports.

Hisland.

Hislan

barks Sen Mew (Br., Rusey, Greenock; Scouland, neverty, Pensacola.

Also arrived, ship Hastings, London; bargs Greece, and Annie Torrey, New Orienns.

BALTIMORES, Aug 23—Arrived, steamer Wm Lawrence, Hallett, Boston; barks Young Eagle (Br.). Dick, Troon; Andes, Daris, Pouce, PR; brig Red Wing, Clark, Rie Janeiro.

Cleared Steamer Wm Kehnedy, Foster, Boston, via Noviok; schrs Geo & Thatcher, Thatcher, Boston.

BATH, Aug 25—Saited, schr Louise, for New York.

BRISTOL, Aug 27—Arrived, schr West Wind, Townsend, Philadelphia.

Eakt Gaths Shas Wright, Brown, Elizabethport.

28th—Arrived, schr J S Weidin, Crowell, Philadelphia.

EAKT GREENWICH, Aug 27—Arrived, schr Sabao, Lamson, Philadelphia, University of the Company of t

Don, Philadelphia, NOROE, Aug 29—Arrived bark Mina (Swer-FORTRESS MONROE, Aug 29—Arrived bark Mina (Swer-FALL BIVER, Aug 27—Arrived, schrs Daniel Bownserson, Georgetown, DC; Richard Borden, Borden, Ho-Burger, Borden, Borde oken. GALVESTON, Aug 18-Sailed, bark Bravo (B., La Mar-NEW ORLEANS, Aug 34-Cleared, brig 100c (Br), Mon-NEWBERN, NC, Aug 18-Arrived, schr Luck, Broadstreet,

NEWBERN, NC, Aug 18—Arrived, schr Luck. Broadstreet, NEW BYOK.

New York.

Sailed 24th, schr Delmar, Irotand, Now York.

Sailed 24th, schr Delmar, Irotand, Now York.

NEW BEDFORD, Aug 27—Arrived, soris Helen, Perry; Nelley, Philadelphia; Louina Parrived, soris Helen, Perry, Kelley, Philadelphia; Louina Parrived, Marshau Perrim, deiphia; Fair Wind, Kowman, New Howes, and St Mary, Steedman, Philadelphia; Louina Parrived, Selley, New York.

Steedman, Philadelphia; Louina Parrived, Selley, New York.

Steedman, Philadelphia; Louina Parrived, Sormith, Springer; 28th—Sailed, achra Georgia, Fasher, Sarak, Parker; H Millin, Amos Briggs, Goldsmith; Elected Spark, Snaw, and Success, Richards, New York.

New Pordence for New York: Oneida, Watta, Boston for Tyler, Providence for New York: Oneida, Watta, Boston for Baitmore; Jane, Clark, Hoboken for Bostian, Col Briggs, Milling, Philadelphia for Lynn; Josephine, Watta, Clark, Griffin, Philadelphia for Lynn; Josephine, Watta, Lark, Griffin, Philadelphia for Lynn; Josephine, Watta, Clark, Schrift, Philadelphia for Lynn; Josephine, Watta, Clark, Griffin, Philadelphia for Lynn; Josephine, Watta, Clark, Hoboken, Griffin, Philadelphia, Griffi

Bank Pomr. voc.-deem. Baitimore for Bosion. B salote on and Poster. Baker, from Norfolk, have gone to ber assistance. As the Resear. Baker, from Norfolk, have gone to ber assistance. Science Charles D Hallock, Frisble, from Elizabethport of the Sound about its miles from Falkner's light, cutting a large wave water her quarter and causing her to fill rapidly. The captain made every effort to get his vessel into shoot, water, but without effect. She rounded to about three-quarters of a mile from Falkner's Island, where she smuk in about five fathoms of water. The crew-took the yawl and reached Falkner's Island in safety. The resel was owned in Portsmouth and was not insured.

Sche Montfelma—Brig Charlotte, at Vineyard Haven, reports, on the 19th inst, lat 30, ion 78, saw whallug schooler moute and was steering north. It was blowing too hard at the time to have any communication with her.

Sche Phank Atwood, Moore date Higgins, who died Auc 19, on the voyage, arrived at Boston 28th from Port Andonio, Jam. Ist mar, at a Vineyard Haven, trom New York for Harrington, had mainboom broken and mainsail split in the blow of the 27th inst.

Sche Research Golden, Port for Harrington, had mainboom broken and mainsail split in the blow of the 27th inst.

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Sche Research Golden, Port for Harrington, had mainboom broken and mainsail split in the blow of the Water, reports was in collision with brig Teaser night of 27th inst.

Sche Research Golden, Port for Harrington, had mainboom broken and mainsail split in the blow of the 27th inst.

Sche Research Golden, Port for Harrington, had mainboom broken and mainsail split in the blow of the 27th inst.

Sche Research Golden, Port for Ford Glass, Terrelly, Marker, Terrelly, Marker, Terrelly, Marker, Terrelly, Marker, Terrelly, Marker, Terrelly, Marker, Terrelly, M

PENSACOLA, Aug 21—Arrived, bark Truce (Br), Waliacey Havana.
PORTLAND, Ang 25—Arrived, bark A W Singleton (Br), Messenger, Glasgow; steamship Dirigo, Johnson, New York.
Salled-Bark Remiron.
Aug 27—Arrived, schrs Delmont, Sherman, Phitadelphia; Z Snew, Therndike, Mondout.
PROVIDENCE, Aug 27—Arrived, bark volant, Castner, New Orleans, schrs Thomas Boox, Somers; Mary A Tyler, Tyler, and Narietta Steelman, Steelman, Phitadelphia; Harmona, Burgess, Itor Johnson.
Starmen Georgetown, DC: L S Levering, Corson: John Stockholm, Price, and Ophir, Murphy, Philadelphia; Wm B Burden, Adams, and Ella F Crowell, Hovey, New York, Burden, Adams, and Ella F Crowell, Hovey, New York, Dearl, Smith, New York or Portlandi; Ann Ella, Caswell S A Mount, Young; Eli Townsend, Nichols, and Sentower, Chase, New Orleans.
SAVANNAH, Aug 25—Arrived, brig Mary C Rossevelt, Varnum, Bath.

Varnum, Bath.
Aug 29—Cleared, steamship Leo, New York.
SALEM, Aug 25—Arrived, schrs D M Freuch, Childs, Rondout; 27th, A M Lee. Whealon; Anna Gardner, Treworgy;
Elia M Pennell, Ackley, and Julia A Garrison, Smith, Philadelphia; Samuel Lewis, Wood, Elizabethport; Arthur Burton, Gould, Holocken; Julia Elizabeth, Candage, Rondout,
STONINGTON, Aug 27—Arrived, schr White Wing, HailBondout.

ton, Gould, Hoboken; Jinia Elizabeth, Candage, Rondout.
STONINGTON, Aug 27.—Arrived, schr White Wing, Haile, Rondout.
28th—Arrived, schra Harriet, Barber, George's Creek, Del J H Tripp, from New York for Chatham; sloop Bristol, New York for Freetown.
VINEYARD HAVEN, Aug 28, PM—Arrived, bark Hanceck, from Baitimore for Boston; brigs Marshal Dutche Hiram Ahlft, and Edwin, from Philadelphia for do; J Bick-more, Baitimore for do; schra Nora, Port Johnson for Boston; II A Rogers, Philadelphia for do; Mountain Laurel, do for Saco; Eliza J Siaples, Elizabethport for Salem.
Salied—Schr Hickman.
Returned—Brigs Delimont Locke, Charlotte, Ida L Ray, J. Aliston; schra Sandy Point, Avon, Annie McGee, Raven, Jane, Seneca, Charles Heath, Mary A Rice, Albion, George Nevenger, E B Coffin, Caroline Young, Sea Dog, Kendrick Pish, James S Hewitt, Watchman, Sarah, Dolphin, Dauntless, Mary and Porto Rico.
PM. AM—Arrived, brigs Star, Cock, for Boston: George Ford Bailimore for do; schra J H Huddell, Jr. Georgetown, Charles, Jessie Hart 21, Alexandria for Boston: Cocky, Edizabethport for Forthand, Sarah Clark, do for Lynn Mand Webster, New York for Hangor; Heien M Waite, dof or Boston: J K Manning, Philadelphia.
WILMINGTON, NC, Aug 28—Arrived, steamship Volunteer, Davis, New York.
Cleared—Bark Nictaux (Br), Slocum, Rotterdam.

MISCELLANEOUS. A HOUSEHOLD WORD! REPURNISH AND RE-EDWARD D. BASSFORD, China, Glass, Silver Plated Ware, Kitchen Furciture and Cooking Utenalia at lowest prices.

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T WILL RELIEVE THE BABY.
There is no mistake about it. Mrs. WINSLOW'S PADICAL CURE, WITHOUT ENIFE, CAUSTIC ON the detention from business, for Stricture, Fistula, Files, Diseases of the Fairic Viscora, Diseases and Deformities of the Eye, Nose, Face and Ferson.

HENRY A. DANIELS, M. D., 144 Lexington avenue.

SEE THE EVENING TELEGRAM. MORE DIRTY STREET EXPOSURES.

LIST OF THE WELL-PAID, DO-NOTHING OFFI CIALS. THE SHAME AND DISGRACE OF THE CITY. THE ABODES OF FILTH AND CRIMB,

AN EXTRA TELEGRAM WILL BE ISSUED TO DAY WITH THE RESULT OF

THE GREAT INTERNATIONAL BOAT RACE.